

Transportation Enhancement Activities Model Project Scoring

Each project nomination can receive a maximum of 100 points:
up to 60 points in general scoring and
up to 40 points in activity-specific scoring.

In the general scoring process, all applications are scored by the same point system. For the specific-activity scoring, the 10 transportation enhancement activity categories are grouped into four divisions of commonality, then a proposal is scored within the applicable division. The 10 categories are grouped only for this purpose.

Scoring is applied to the activities on which the enhancement funds will be spent and on the immediate and direct effects of these activities. For example, future or suspected benefit of the project, not directly a part of the project, should not be subject to scoring.

These are the scoring values for the general merit criteria, and the possible points in each area:

Regional and Community Enhancement	50 points
Cost Effectiveness/Reasonable Cost	<u>10 points</u>
Total Possible General Score	60 points

These are the activity-specific divisions and the possible points in each area. A project can score in only one of the specific divisions.

1.	Bicycle, Pedestrian, Abandoned Rail Right-of-Way	40 points
2.	Historic/Archaeological	40 points
3.	Transportation Aesthetics and Scenic Values	40 points
4.	Water Pollution Due to Highway Runoff	<u>40 points</u>
	Total Possible Specific Score (1 Division only)	40 points

PROJECT:

General Merit Criteria

Each application will be evaluated on the following general merit criteria:

1. Regional and Community Enhancement (50 points)

The project score in this area is derived from the project's primary effects – its intent and purpose – on the following elements.

a. Benefit to quality-of-life, community, environment. Examples might include provision of safe, aesthetic pedestrian facility at a rail station, removal of billboards on a rural scenic highway, provision for wildlife corridors or migration areas. **0-10 points**

b. Increases access to activity centers, such as businesses, schools, recreational areas and shopping areas. Connects transportation modes, has multimodal aspects. Reinforces, complements the regional transportation system, fills deficiency in the system. **0-8 points**

c. Implements goals in the regional transportation plan, or other adopted federal, state, or local plans. Examples might include water quality plans or elements of general plans. **0-8 points**

d. Increases availability, awareness or protection of historic, community, visual or natural resources. **0-8 points**

e. Degree of regional or community support. For example, letters of support from local interest groups and public bodies, additional match. **0-8 points**

f. Encompasses more than one of the four activity-specific divisions. That is, the project has aspects of other activity-specific division(s) which would score meritoriously in and of themselves. There will be direct and intended public benefit from these merits; the benefits are not remotely related by function and proximity to the main project activity, or only suspected to occur by the main activity. **0-8 points**

2. Cost-effectiveness/Reasonable Cost (10 points)

The project score in this area is a function of improved performance or productivity of the project as it relates to the annualized total project cost. Where the project does not lend itself to this type of analysis, the reasonableness of the cost should be established. How many people will use the enhancement? What is the length of the life cycle? For example, a bicycle route that takes advantage of existing public land may be considered more cost effective than one that purchases private property. In the same way, a project that has large preliminary engineering costs proportionate to the resultant enhancement may be considered less cost effective, depending on the resulting use. Scarcity values, too, can enter into a "reasonable cost", for instance, if a unique and valuable viewshed may be lost to pending development.

No preference will be given to overmatched projects.

Highly cost-effective	10 points
Reasonable cost or moderately cost-effective	6 points
Low cost-effectiveness	2 points
Not cost-effective/Not applicable	0 points

Activity-Specific Criteria

The Activity-Specific Criteria are groupings of the 10 activity categories into four divisions with similar characteristics. This is done for the convenience of those who score the proposals. *The four groups are not intended to affect the distribution of funds*, nor to be anything other than a convenience to the RTPAs in the scoring process. Scores are for ranking at the regional level only. The scores are not used by the Commission to compare projects between RTPAs on a statewide level, because each RTPA will be considering its own local priorities, which differ throughout the state.

A proposal can score in only one of Divisions 1 through 4.

The project score in each activity-specific division is designed to compensate for inability to score in other specific groups. It is not a way to double count benefits.

1. Bicycle, Pedestrian, Abandoned Rail Right of Way Specific Division (40 points)

This division encompasses:

Category 1: Provision of facilities for pedestrians and bicycles

Category 7: Preservation of abandoned railway corridors (including the conversion of use thereof for pedestrian or bicycle trails)

Need for proposed facilities: shortage of bicycle or pedestrian facilities; missing link in connecting the intermodal system, importance of link; Necessity of proposed facilities to serve the system:

High	10 - 20 points
Medium	5 - 10 points
Low	0 - 5 points

Degree proposed project meets needs or addresses opportunities for bicycle or pedestrian facilities:

High	10 - 20 points
Medium	5 - 10 points
Low	0 - 5 points

2. Historic/Archaeological Specific Division(40 points)

This division encompasses:

Category 2: Acquisition of historic sites

Category 3: Historic highway programs

Category 5: Historic preservation

Category 6: Rehabilitation and operation of historic transportation buildings, structures or facilities (including historic railroad facilities and canals)

Category 9: Archaeological planning and research.

Current recognized level of historic significance (federal, state, or local):

High 10 - 20 points

Medium 5 - 10 points

Low 0 - 5 points

Degree project activity will enhance, preserve, or protect the historic/archaeological resource:

High 10 - 20 points

Medium 5 - 10 points

Low 0 - 5 points

3. Transportation Aesthetics and Scenic Values Specific Division (40 points)

This division encompasses:

Category 2: Acquisition of scenic easements and scenic sites

Category 3: Scenic highway programs

Category 4: Landscaping and other scenic beautification

Category 8: Control and removal of outdoor advertising.

Degree to which scenic or aesthetic resources are rare, unique, or significant; degree to which potential for enhancement exists for landscaping or scenic beautification; current degree of visual blight:

High 10 - 20 points

Medium 5 - 10 points

Low 0 - 5 points

Degree to which project will preserve, rehabilitate or develop scenic or aesthetic resource:

High 10 - 20 points
Medium 5 - 10 points
Low 0 - 5 points

4. Water Pollution Due to Highway Runoff Specific Division (40 points)

This division encompasses:

Category 10: Mitigation of water pollution due to highway runoff.

Magnitude of environmental problem:

High 10 - 20 points
Medium 5 - 10 points
Low 0 - 5 points

Degree to which activity solves this problem:

High 10 - 20 points
Medium 5 - 10 points
Low 0 - 5 points